

CONNECTICUT
MUNICIPAL ELECTRIC
ENERGY COOPERATIVE



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CONNECTICUT
SITING COUNCIL

August 13, 2008

Mr. S. Derek Phelps
Executive Director
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051

Dear Mr. Phelps:

The Connecticut Municipal Electric Energy Cooperative (CMEEC) herewith submits an original and twenty (20) copies to the Connecticut Siting Council of a revised response to Interrogatory #1 dated June 26, 2008 and a response to an additional interrogatory dated July 30, 2008 from the Connecticut Siting Council. Both responses are in conjunction with Docket No. F-2008 Connecticut Siting Council Review of Connecticut Electric Loads and Resources.

Should you require any additional information, please advise us.

Very truly yours,

CONNECTICUT MUNICIPAL ELECTRIC
ENERGY COOPERATIVE

A handwritten signature in dark ink, appearing to read "Charles J. Carpinella", is written over the typed name.

Charles J. Carpinella
Load & Generation Analyst

CJC/

Enclosures

Serving Public Power in Connecticut

Groton
Utilities

Jewett City
Dept. of Public Utilities

Norwich Public
Utilities

Norwalk Third Taxing
District Electrical
Department

South Norwalk
Electric and Water

Town of Wallingford
Department of Public
Utilities

Witness Responsible: Charles J. Carpinella

RESPONSE TO CSC DATA REQUEST Dated July 30, 2008

Q-CSC-Late File #1 In the Connecticut Municipal Electric Energy Cooperative's (CMEEC) 2007 Forecast of Electric Loads and Resources (CMEEC Forecast) under the Conservation and Load Management (C&LM) section, it notes that 4.2 MW of summer demand reduction was achieved in 2007. Provide a projection of the summer demand reduction (in megawatts) for each year from 2008 through 2017. Break down each year's total into the number of megawatts of conservation and of load response.

A-CSC-1-Late File #1 Please find below a revised table of the projection of summer demand reduction in megawatts from 2008-2017. All the megawatt reductions listed below are for conservation and load management. The CMEEC Load Response values do NOT include any customers (and associated MW's) who are enrolled in the ISO New England Load Response Program.

	Conservation	Load Response	Total Summer Demand Reduction
2008	1.80	6.43	8.23
2009	3.90	7.00	10.90
2010	6.30	9.66	15.96
2011	9.20	12.33	21.53
2012	12.00	12.94	24.94
2013	13.10	13.59	26.69
2014	13.80	14.27	28.07
2015	14.20	14.98	29.18
2016	14.30	15.73	30.03
2017	14.40	16.52	30.92

Witness Responsible: Charles J. Carpinella

RESPONSE TO CSC DATA REQUEST Dated July 30, 2008

Q-CSC-Late File #2

On July 28, 2008, Governor Rell asked the Chairman of the Department of Public Utility Control to work closely with automakers and the state's electric utilities to ensure that Connecticut maintains its leadership role in encouraging and accommodating "plug-in" electric vehicles. How does Connecticut Municipal Electric Energy Cooperative (CMEEC) expect that the electric system and the load patterns would be affected by such vehicles being recharged by end users? Explain.

A-CSC-2-Late File #2

CMEEC sees penetration of "plug-in" electric vehicles as potentially of significant benefit to the electric system and load profiles. The most significant potential change would be to increase energy usage for charging vehicle batteries during nighttime off-peak hours, flattening the load curve and resulting in better utilization of existing generation resources. The extent of this benefit will be determined by several key factors affecting the penetration of plug-in technology and the modifications to the retail delivery systems to such technology.

1. The sophistication and regulation of charging control technology to enable charging to be shut off during peak demand periods, limiting the impact on daily, monthly and annual peak loads, especially during winter evening peak hours.
2. The availability of time-of-use or plug-in specific retail rate structures to encourage off-peak energy utilization, rather than penalize customers for incremental electric energy usage.
3. Vehicle-to-grid technology and regulation to allow plug-in vehicles to inject electricity onto the grid during peak times when they are not being used, or provide emergency power during outages. Payment structures and regulatory requirements will have to be devised or modified to encourage such usage, which could further flatten electric usage.
4. Battery swapping distribution centers, where customers can swap their battery pack for a fully charged pack. Charging could then be regulated at the distribution center.